

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report is—
"It is of unexceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892. [30]

A. S. WATSON & CO., LD.

have just received

ex Steamers "BENEDI" and "GANGES"

their first shipments of

XMAS CONFECTIONERY

Consisting of:—

CHOCOLATE CREMES, VANILLA PRA-

LINES, SUGARED ALMONDS, BURNT

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANS,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,

GUAVA, RASPBERRY, STRAWBERRY,

PLUM, &c.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and

EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,

ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of

ARTISTIC DESIGNS.

XMAS CARDS,

ENGLISH, JAPANESE and CHINESE,

a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 10th November, 1892. [4]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the full discussion of all questions of general interest, it is not to be understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day preceding the day of publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.
The Hongkong Telegraph's number as the Telephone Central Exchange is No. 2. Telegrams—dressed in "Telegraph," Hongkong.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

MARRIAGE.

On the 10th Nov., at St. John's Cathedral, Hongkong, by the Rev. R. F. Cobbold, M.A., ARTHUR ALFRED WHITMAN, youngest son of the late Robert Whitman, Esq., of Tullamore, Kildare Co., Ireland, to ELIZABETH DOROTHY (NEILL), only daughter of the Rev. Canon J. Neill, of Knockree Rectory, Strath, Co. Limerick, Ireland.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 10, 1892.

LOCAL AND GENERAL.

THE silk ex *Empress of Japan*, from Hongkong on 8th October, was delivered in New York on the 8th inst.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Lightning*, from Calcutta, left Singapore for this port this afternoon.

MAILS Due.

Bombay (Bomblid)	10th instant.
English (Ganges)	10th "
Singapore (Dionis)	10th "
Canadian (Loe Sob)	13th "
Indian (Lightning)	17th "

WE have been asked to call attention to the special meeting of the local Marine Officers' Association, advertised in another column, at which the new President, Capt. A. Tillett, will deliver an address this evening. All British masters and officers in port are invited to be present.

LAST night an outbreak of fire occurred at the Wong Tai tailoring establishment in 71, Queen's Road Central. It was discovered by the inmates of the house in a cock-loft and was quickly extinguished by them so that by the time a policeman, who had heard of it, arrived the services of the brigade were not required.

A CHINESE criminal, for whose extradition the Viceroy of Canton applied to the Governor of Hongkong some weeks ago, was hanged over the tender mercies of the shipper of a Chinese gunboat, for transportation to the Pottery Yard at Canton, this morning by Inspector Matheson and a posse of European and Indian constables.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Barrack Square, to-morrow, commencing at 7.30 p.m.:—

Polska	"La Prière"	Corta
Quadrille	"Pavane"	"D'Abrant"
Valze	"Gymnase"	John "Reader"
Schottische	"Elegie"	"Newton"
Lancers	"Original"	"Laurat"
Valze	"Ehren on the Rhine"	"Muller"
Quadrille	"Merry England"	"Crosby"
Polska	"Wot Car"	"Crosby"

THE Singapore *Free Press*, referring to the Pahang troubles, states that the head of the Penglima Muda, the murderer of Stewart and Harris, and that of Bara were brought down to Pekan on Sunday (30th ulto), and it is generally understood that the whereabouts of the Penglima were discovered with the assistance of the Sakels, who were very unwilling at first to give any information until pressure was brought to bear on them.

"Darling," he murmured, passionately, "when I come at night, tired and cross, with one leg of my trousers trailing in the dust, and the other under my ear, tell me, will you get right down on your knees and sew on the button?"

"I will," she answered firmly, "upon one condition."

"And what is that?" he asked.

"That," she replied, dreamily, with her teeth firmly set together, on condition that you have saved that button."

TO-DAY'S SHIPPING RETURNS.

Inward.	
Taitan	Steamer, from Shanghai
Canton	" " " " " " " "
Peru	" " " " " " " "
Glenagles	" " " " " " " "
Fidella	" " " " " " " "
Chelydra	" " " " " " " "
Sunghang	" " " " " " " "
Aggregating 10,006 tons, register.	

Outward.	
Fokien	Steamer, for Swatow
Mahilda	" " " " " " " "
Sural	" " " " " " " "
Auril	" " " " " " " "
Glenagles	" " " " " " " "
Takang	" " " " " " " "
Bentall	" " " " " " " "
Holstein	" " " " " " " "
Aggregating 9,568 tons, register.	

THE following figures from the Victorian census are worth considering, says the *Sydney Bulletin*. In 1881 there were 44,000 more men than women in the province, but all through the decade women appear to have grown scarcer in proportion to the total population, and in 1891, men were 56,000 ahead. The entire population increased about 33 per cent. in ten years, but parsons show an advance of 100 per cent.; lawyers, 66 per cent.; physicians, surgeons, druggists, &c., about 120 per cent.; literary men, 280 per cent.; "scientific persons," 90 per cent.; artists, 100 per cent.; musicians, 80 per cent.; actors, 90 per cent.; servants, funkys, &c., 10 per cent.; mechanics, bankers, traders, and their subordinates, 65 per cent.; messengers and porters, 130 per cent.; engaged in housing the Government, 60 per cent.; engaged in looking on the community as "persons of independent means," 48 per cent.; making and selling luxuries, 85 per cent. In other words, in almost every occupation where a man can wear a shilly hat and a high collar, and live in a city, and avoid the necessity for selling his hands, the numbers engaged have increased about twice as fast as the mass of the population. Another 10 years of this sort of prosperity ought to make Victoria bankrupt.

ABOUT a year ago, if we remember rightly, the proprietors of the Chinese paper, *Wai Sun Yat Po*, were molested in a more or less heavy fine at the Police Court for publishing the names of the successful candidates examinations for degrees (on which the writing lotteries are decided) Ordinance. Yesterday the *China Mail* contained the following paragraph:—"Considerable bustle has been caused during the last two days amongst the native community, the centre of attraction being the office of the *China Mail*. As the other native journals, had published inaccurate telegrams concerning the successful candidates at the triennial Peking examinations, the anxiety for correct information brought large numbers of Chinese to the office of the *China Mail* (1). The correct telegrams, which were received by the *China Mail* direct from Peking, were eagerly waited for by crowds, and no less than 8000 slips were printed and supplied to subscribers and the public. Fourteen of the successful candidates hail from Canton Province, and some of these have telegraphed individually to their friends in Canton City, saying, 'I have passed.' And yet we hear of no prosecution against the *China Mail* people. Perhaps the slips are regarded as 'slips'—with a vengeance.

THE Agents (Messrs. Dodwell, Carilli & Co.) inform us that the Northern Pacific Steamship Co.'s chartered steamer *Loe Sob* left Kobe for this port (direct), at 3 a.m. to-day.

At the Ladies' Tennis Club:—

Mrs. Mount Gough:—And how is your dear baby now, Mrs. Peak?

Mrs. Peak:—Oh, thanks, quite wonderfully well! I say it is just like its father, you know.

Mrs. M. G.:—Oh? Still, I don't think I would do it.

THE WRECK OF THE "GREINA."

We have been courteously favoured with a complete list of the members of the crew of the wrecked ship *Greina* who arrived here from Saigon yesterday in the *Pakhan*, as follows:—

W. P. Baker, third mate.
W. D. Galloway, steward.
Frank Villenard, A. B.
Rees Davies, A. B.
Fred. Rowlands, A. B.
James Leonard, A. B.
William Taylor, A. B.
J. C. Torkelsen, O. S.
A. Jennings, apprentice.
H. E. Hyde, apprentice.
H. D. Payne, apprentice.
John Webster, carpenter.
Lucas Haselbach, cook.

It was reported yesterday that an inquiry into the loss of the *Greina* was to be held at Saigon, but as the vessel in question is a British owned ship it is reasonable to conclude that an inquiry will be held here as soon as Captain Webster, whose boat was picked up at sea by the *Sakata Maru*, arrives from the south.

THE "BOKHARA" SUBSCRIPTION.

The following letter has been forwarded to us for publication:—

HONGKONG, 10th November, 1892.

SIR,—I should feel much obliged if you would kindly note in your paper the fact that a subscription amounting to \$273 towards the sufferers by the *Bokhara* disaster from the foreign Community at Canton has been received through Mr. T. Waters, Her Majesty's Acting Consul-General.

Yours truly,

J. H. STEWART LOCKHART,
Hon. Secretary,
Bokhara Fund.

THE BALLOON WHICH

"WENT UP."

A very large number of people of all classes, talpans, bank clerks, coolies, and so on, went down to West Point last night and stayed outside the enclosure, saving 25 cents per head. About 200 persons stumped up, regardless of expense, and went inside so as to make the balloon feel less lonesome. The band did not play, partly because there wasn't one. There was plenty of fun, however, watching "Mexican Bill" firing up, and trying to get his balloon filled with hot air in spite of a strong north-east wind; while his assistant, inside the balloon, was doing his best to keep down the flames of the furnace without checking the draught of hot air. As it happened, the furnace was on the lee side of the balloon, and so it was, if our technical knowledge can be relied on, a physical impossibility to ignite the huge sphere, which, though it stood about before the canvas should have time to burn. The aeronaut himself was doubtful, for there were no disappointments to his audience; for there was at least \$100 taken at the gate, and no man can deny a \$100 "house" on such a feeble plea as risking a \$250 balloon and his own neck. So he had to go ahead, working like a rigger at the stovehole, in the vain hope of defeating a north-east monsoon. Gradually the balloon swelled out, and strained upwards and westwards, held down by a few dozen coolies. Gradually the sides "bulged," the cold wind without and the hot air within, waiting for the master. Suddenly a roar went up from the thousands assembled along the Priya and crowding all over the reclamation a loud mass of flame burst through the top of the balloon, and in less than five seconds there was nothing left of it! The man who had been watching inside sprang for his life through the blazing ring of canvas, and the spectators on the lee side fled headlong to escape from the shower of sparks and hissing shreds, while the coolies who were holding the balloon, with astonishing presence of mind, hauled it to the ground instead of letting it fly, which one would have expected. The whole affair was over in a minute.

Signor Hernandez, burnt and blackened, addressed the crowd, expressing his regret for the accident, which had so suddenly robbed him of all he had on earth. Those who asked for it then got their money back, though to the credit of the European community it may be noted that hardly any of them did so, feeling that the unfortunate aeronaut should rather merit their pity. The Chinese, on the other hand, made a scramble for the cash-box, and there was almost a riot at the gate.

We are pleased to learn that even before the crowd dispersed a subscription was commenced to get a new balloon, and we would suggest that in future an aeronaut should not be so dubious about refusing to go up at a dangerous time.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

FOREIGN OFFICERS IN BRITISH SHIPS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—The alien question having come to the fore at home and in the Colonies I shall be much obliged if you will grant me space for a few remarks which may tend to throw some light on the subject.

At present there are a great number of foreign officers serving as officers in British ships, while there are a number of unemployed British officers walking about idle, working on wharves, and serving before the mast. This I and many others consider a great injustice to British subjects. Is it not time this injustice was removed? Surely shipowners and the general public can see that it is not fair to employ a foreigner in preference to a Briton; yet my experience as a seaman and officer in British ships for a number of years, proves without doubt that such is the case. The following case may be put forward as a specimen:—When in San Francisco some years ago a ship hailing from Greenwich required a British officer, and I, among others, offered myself for a berth and was informed by the chief officer that his instructions from the

captain were to engage none but colored men and foreigners. The consequence was that I was engaged as a cook on a vessel bound for a distant port, where I fortunately met a British shipmaster that didn't object to shipping any rate one Briton. There were six men before the mast in that ship, and among that number I was the only true-born Englishman. During my term at sea, which extends over 12 years, I might mention that 60 per cent of the Europeans I have served with were Germans and Scandinavians. What is to become of Great Britain should she be involved in war with a foreign Power, is a question which may well be asked:—Will the foreigners in our ships stand by us? Will they help and fight for the country that has clothed and fed them? Time will show—to our cost, I fear.

What shall we do with our sons? Is a question often asked. It would hardly be prudent to send them to sea under the present state of marine affairs. Anything but that. Had we the privilege of shipping as officers on board foreign vessels this letter would never have been written. The foreigners' policy is a protective one. I do not know whether it is a German or Scandinavian ship, or perhaps they act in accordance with some agreement between themselves, not to engage or sell with Englishmen. About 3 years ago two German ships required chief officers at Hongkong and there being no German or Scandinavian officers obtainable the captains of those ships applied at the Sailors' Home for British officers. Another British officer and I agreed to ship in these vessels (for the novelty of the thing, more than anything else) but afterwards declined, objecting to the following clause that was to be inserted in the articles:—Should a German officer be obtainable hereafter I agree to be summarily discharged.

I was seven years in the service of a British shipowner as apprentice, A.B., and 1st mate, &c. (sailing ship). After having been that length of time in his service one of his steamers required a third officer, so I applied to the Superintendent (a Scandinavian) for the berth, and was refused; although the vacancy had not been filled, his (the superintendent's) intention being to ship a foreigner, because he would be cheaper, which he afterwards did.

Had this letter been sent to an English or Australian newspaper, the chances are it would have been put in the waste-paper basket after a hurried perusal, or perhaps none, but I am thankful to say there is one British port in the world where a British officer can assert his rights, expose grievances and obtain sympathy, namely, in Hongkong.

The vigorous action taken in Hongkong to cause the abolition of the objectionable form of old-time slavery known as Sunday labour has led to the abolition of that pernicious custom almost throughout the British Empire, and it may be, perchance that Hongkong will be in the front rank of those who will be able to bring this evil question to a satisfactory and triumphant issue. British officers should prepare themselves to move heaven and earth to carry the question against all odds and in the teeth of the fiercest opposition.

Thanking you cordially, in anticipation, for favouring me with space for these remarks,

I remain,

Yours faithfully,

AN ENGLISH OFFICER.

Hongkong, 7th November, 1892.
[Our correspondent may not know it, but it is nevertheless a fact that the *Certificated Officers Bill* now on the rolls of the House of Commons contains a clause which will have the effect of preventing aliens from obtaining British certificates of competency either as watch officers or as engineers.—Ed., Hongkong Telegraph.]

HONGKONG AT THE YOKOHAMA REGATTA.

The Japan *Advertiser* says:—

The first day of the Coming of Age Regatta was favored with fine weather enough from a spectator's point of view, but it was on the whole a miserable time for the competing crews. There was a good stiff breeze from N.E. all day, till just about sunset, when it dropped somewhat, and the wind brought in with it a very disagreeable, not to say dangerous, sea. Under such circumstances few would have been as in the Junior Double-Sculls, the Interport Fours, and the first heat of the Interport Double Sculls. In the Junior Fours the best crew were because they had neglected nothing that could attract success. Coached by Mr. Brewer they trained late and early and but for the withdrawal of No. 3 in consequence of family affliction their chances for first overtopped those of any other crew. The new hand was in good training, but of course the change, almost at the eleventh hour, did not improve matters. They pulled off the race, however, with flying colors.

Of course interest centred chiefly on the Interport contents, to witness which a huge crowd gathered on the Bund, the Boat-house verandah and everywhere being also well thronged. In the Fours all three crews gave off level terms, but Kobe had its own way afterwards. Nicholas, with his light company, pounded away gamely at it outside, but they could not drive their boat at the pace the others were making and so they were never in the race. There is nothing discreditable to them in the result. The best crew undoubtedly won, and though we may wish that our local men had got a step nearer the front we must put up with it. So in the double sculls, Nicholas and Bent were simply not in it, and in all probability they would not have got nearer the front in smooth water. There is not, so far as we can see, any particular lesson to be learned from the double defeat. Kobe won the Interport Fours last year in her own waters, with Hongkong second, and she will in all likelihood go on winning. For there is no disguising the fact that the two Japan ports maintain quite different attitudes with reference to sports. In Kobe there seems to be quite an enthusiastic interest in all kinds of recreation; the new comers take to the water and the field, naturally and easily, and do the ducking of their own particular element. True, success has not attended the sister port's efforts on the cricket ground, but that doesn't affect the argument particularly. In Yokohama up till two years ago rowing was the hobby of a very small section. By the energy of the leading members the sports of the Rowing Club have received much more notice in recent seasons, but there is not such enthusiasm as exists in Kobe. In the latter settlement, we do honestly believe, there is such a strong and well-matured public opinion on the subject of sports that any Council or other public official who should have the temerity to hold Court on, say, the first day of the race, or fix the afternoon of the second day of the regatta for the delivery of a decision, would shortly find life intolerable among the infuriated community. The whole foreign population, led by its own nationals, would, we feel certain, very soon convince him that that sort of thing would not do for Kobe. In Yokohama, on the contrary, the thing does not even awaken comment. Inconvenience, nobody says, a shipwrecked mariner or two and some life reporters, who, being like Sir Boyle Roche's bird, are in the slightest degree put about when they are required to be in two places at once. And there is no particular public opinion on the subject. There-

fore, we suppose, Kobe will continue to succeed on the water.

INTERPORT FOURS. ONE MILE.

Row.	W. Kerr	150 lbs.
2	G. W. Brockhurst	174 "
3	G. W. Noel	180 "
Stroke	E. B. Shepherd	145 "
Cox	J. R. Gibson	125 "

YOKOHAMA AMATEUR ROWING CLUB.

Row.	J. M. G. Masak	150 lbs.
2	G. Myerell	162 "
3	H. W. Slade	150 "
Stroke	J. A. Sampson	160 "
Cox	A. B. Brown	110 "

YOKOHAMA AMATEUR ROWING CLUB.

Row.	F. E. Fryer	155 lbs.
2	P. S. Bent	163 "
3	D. McNeill	158 "
Stroke	E. T. Nicholas	130 "
Cox	J. Rickett	130 "

The extra quarter mile of distance brought the four out into even rougher water than the toothpicks had to scull through, for down by Yokohama there was quite an angry tumble in the waves. Hongkong in the black boat got down first; Kobe followed leisurely, and Yokohama turned up last. The colonials had the shore berth; the sister port the middle, and Yokohama outside. Mr. Brewer got them in the capital line, and at a second's two less the quarter past, the big race began. The first thing noticeable occurred in a few seconds after they got under way, and that was the promptitude with which Kobe leaped to the front. There was little more of incident. The leading crew, having set the pace at 33 to the minute, continued to hammer out a splendid burst of speed to the very finish. The black crew hung doggedly in Kobe's wake, but that was all they could do, and for the first few minutes the race was anybody's. Yokohama edged steadily along at about 31 to the minute, being slightly slower than Hongkong. As they converged for the breakwater passage Sampson hastened a little, and got closer on his leader, but Shepherd slogged in an extra stroke or so to the minute and the white boat still flashed along in front. Yokohama was now out-of-it. The crew were too light, and perhaps the outside berth hurt them. Anyway they were settled, though they pulled pluckily to the end. In the smooth water both the other crews laid down to it in fine style; the finish though not particularly close was exciting, and in the sequel Kobe shot past a length to the good. Time 9.20.

NAVAL COURT OF ENQUIRY INTO THE LOSS OF THE "NAUTILUS."

The following is taken from the *Japan Herald*:—

On the Court re-assembling on Nov. 4th, the President, addressing Capt. Schinckel, said that before reading the decision of the Court, he had one question to ask.

The President: You have no British Master's certificate, have you?—No, your Honour.

No British certificate of any kind?—No, your Honour.

And none of your mates either?—No, your Honour.

The President then read the following:—

Finding and Order of the Naval Court held at Yokohama on the second and fourth days of November, 1892, to investigate the circumstances attending the loss of the British steamship *Nautilus*, of the port of Shanghai, official number 72,788.

The *Nautilus* was an auxiliary screw steam-whaling vessel, schooner rigged, of 95 1/2 tons registered tonnage, official number 72788, built at Tokyo in 1881-82, and belonging to the port of Shanghai.

Being on a whaling cruise in the sea of Okhotsk, the vessel on the 29th September last was lying in Shantar Bay, being a lee anchor under the Master's command for Long's harbour (Little Shantar) where he anchored at 4 p.m. in a safe billet in 4 fathoms of water, with 15 fathoms of chain. Towards 6 p.m., finding that the wind was increasing, the Master roused up the second mate and told him to drop a second anchor. Shortly afterwards the second mate reported the ship was close in shore. The Master decided to wait for daylight. About 1 a.m. on the 30th September, she touched bottom, the stern post bumping against the rocks. Steam, which had been up since 9 p.m., was now blown off. The ship paying off, the starboard beam broadside to the rocks, the starboard beam was lowered in case of accident. Towards daylight the port anchor was weighed and laid out to windward with a hawser, and the ship hove off to both anchors, until the starboard anchor was weighed. The master then set sail and ordered steam. In a heavy squall the port anchor dragged, the ship being before the wind. After the squall, the ship came up to the wind, the sails were hauled down, and the engine ordered ahead. On the Master finding the vessel would not steer, the engines were ordered astern, when they were discovered to be stopped, the starboard beam rope being foul of the propeller. An effort to clear the propeller being found ineffectual, although sail was made, the ship dragged in between the rocks. At about 8 o'clock the ship was abandoned.

In view of the above circumstances, the Court finds that the Master, Ernest Schinckel (no British certificate) did not on anchoring allow sufficient cable or take sufficient precautions to ascertain if the ship dragged. The second mate, Dick Richards (no certificate), whose watch it was, failed to report to the Master the fact that the ship was dragging, but in view of the fact that the master was asleep, the Court finds that the fault of the propeller is, it is possible that the original fault on this point was that of the boat steerer. In all probability the ship would have been saved after daylight, had the buoy rope, not caught foul of the propeller, and the Court finds that the chief mate Groves (no certificate) was in fault in not having the buoy rope hauled in when the starboard anchor was weighed. The Master has failed to substantiate specifically the charges made by him in the enquiry made by the official log against the second and third mates, but the discipline of the ship generally appears to have been very lax.

The expenses of this Court, fixed at £800, =

TO FAR CATHAY.

VI.

THE OPENING OF FORMOSA.

the deplorable events at Homestead. They had such a depressing effect that he was compelled to lay the book aside and resort to the lochs and moors, fishing from morning until night.

Referring to the business prospects of England, Carnegie said that the outlook was dark. In conclusion, he said: "Look where you will, there is but one truly prosperous country in the world, and that is the United States. God bless her, she deserves it."

The defeat yesterday of Lawson, Gladstonian, who contested the Clonsilla division of Gloucestershire with Colonel Master, Conservative, is keenly felt by the Liberals, who, though they expected a tough fight, trusted to retain the seat. This is the first loss the Liberals have sustained since the general election, and following the reduced majorities in the by-elections in Leeds and Bedfordshire, it is certain to make a marked impression on the public, while it will stimulate the Conservatives to exert every effort to win the seat in the next general election where there is the least chance of victory.

PANIC CREATED BY THE "VICTORIA."

According to the appended extract from the Tacoma News, of September 28th, the free and enlightened citizens of the western states of America are about as innocently unfamiliar with the vessels in which civilized nations cross the ocean as were their predecessors of the days when Columbus sailed the aborigines with his white-winged fleet. Or perhaps our American contemporaries are untruthful.

The steamship *Victoria* is departing from this port about 3 o'clock this morning, and a salute of two guns. So unusual a sound at so early an hour was productive of a number of ludicrous incidents.

Officer Flanagan, who had gone with the patrol wagon and an injured man to the hospital, was startled by the report which at that distance seemed like a shot from a shot gun. A suspicious looking character who had passed a few moments before was suspected of having fired upon the wagon. He was pursued and captured, but he easily established his innocence. He had been hunting for a doctor and was much frightened by the sound as any one.

A company of devotees of the green cloth supposing the report to be the result of an explosion rushed to the scene, but leaving a jolt to the tender mercies of a porter hunting for it.

In Old Town the police officers supported an attempt had been made to blow up the Tacoma Mill.

Several persons awakened by the noise declared this morning that they heard the noise of falling timber at 3 o'clock in the morning, followed by a report like the collapse of a building later mingled with the terrifying screams of a woman in distress.

Persons living near the hospital declared that following the noise described they heard the ambulance drive up to the hospital directly after hearing the building collapse.

By a number of timid persons it was generally believed that anarchists had blown up the city hall. The following communication shows how the cannonading affected a prominent citizen.

"Editor, News:—At 3 o'clock this morning families residing on the bluff were awakened by the firing of a cannon followed by an unearthly and prolonged sound like unto the belching of a mammoth bull in distress. Adults rushed to their chamber windows and saw children to their parents' rooms. What right has an individual or a company to thus trespass upon the tranquility of peaceful homes, terrorizing the innocent and disturbing their slumbers?"

"I suggest that our municipal authorities have let up on the Board of Public Works long enough to regulate the blooming idiots who thus operate steam whistles of some of the boats arriving at and leaving Tacoma wharves, and that our next Legislature enact a statute regulating the use of steamboat whistles."

SIAM NOTES.

Bangkok, 29th October, 1892.

Mr. Brock, a German surveyor engaged by the Royal Railway Department, has arrived. Another surveyor and two engineers are on their way out.

On Tuesday night a Javanese at Bangkok stabbed a countryman, a haji, with a knife, inflicting severe wounds, and took refuge in the Children's Home. Chevalier Kenna de Hoogerwerf has authorized Chief Inspector Sheriff to arrest the man.

Mr. C. Preston Gibbons, chief agent of the Rules and Supplies, Co., Ltd., and the Gold Fields of Siam, Co., is going home in a few days. In the interval between his departure and Mr. Valle's arrival, early next month, Dr. Ogilvie and Mr. W. A. G. Tillicke will act as agents for the respective companies.

Chevalier Kenna de Hoogerwerf, Consul-General for the Netherlands, has forwarded to H. R. H. the Minister for Foreign Affairs the decoration of Commander of the Order of Orange-Nassau, for presentation to H. E. Phra Dithakri, late Minister for Siam at the Hague, who gained golden opinions during his stay at that Court.

The first rail of the Kona line was laid on Wednesday by Mr. L. N. Jackson, the bridge engineer, near the terminus in the Klong Kiet-mai. About a quarter of a mile of a temporary loop-line has since been laid, and an engine is now set up thereon, ready for work. The other engine, at Pak-pio, is also in running order. Two big steamers—the *Achille* and *Australia*—are now discharging rails.

A rather dramatic arrest was made in the Hongkong and Shanghai Bank on Thursday morning. A Chinese named Chin Wan presented a cheque for £50, payable to himself, and signed "W. G. Hickey." Brown, the manager, looked suspiciously at the cheque, and after putting out two questions Luang, the assistant manager, who happened to be in the bank just then, took the Chinaman into custody. He then stated that he had at one time been in Mr. Hickey's service, and had been given the cheque by a Siamese, with a promise of ten per cent on the transaction. The case has been sent to the British Court by Chief Inspector Sheriff.

It will be remembered that early in July a Greek cattle-dealer named Andreas Kuchionis was murdered at Antung, a little above Ayutthia, by his bossman, who absconded with several hundreds of taels. The body, cut in several places, was seen floating down the river, but was not recovered, nor were any traces of the murderers discoverable, despite the efforts of the police. On Thursday the partner of the deceased—Visengo Marfitch—was walking along the New Road at Bangkok when he recognized a Siamese as one of the boatmen whom Kuchionis had taken upriver. There was no doubt as to his identity, as he was a man of unusual stature, and had a scar behind his ear. The man tried to avert his face, but he was quickly overtaken, however, and handed over to Chief Inspector Sheriff, who conveyed him to the British Court. An official communication on the subject was sent to H. R. H. the Foreign Minister by Chevalier Kenna de Hoogerwerf, the Netherlands Consul-General, under whose protection Kuchionis was, and the Prince has ordered a full inquiry. There seems to be no doubt as to the guilt of the prisoner; in fact both Marfitch and his bossman were carrying a sword before he set off with the unfortunate Kuchionis.—*English Times.*

One of the new ports opened by the Tientsin Treaty was, as we have seen, Tai-wan in Formosa. Our survey would be incomplete without some notice of that island, which already occupies an important place in the commerce of the East, and which by reason of its resources and geographical position promises to become of greater importance in the future.

This island, called The Beautiful, is chiefly inhabited by the descendants of Chinese settlers who came over from the province of Fukien, and who introduced the cultivation of tea, rice, sugar, and indigo. The aborigines, however, are more of the Malay than of the Mongolian stock, and one account says that they came originally from the Philippines. But even within the range of European history in the East, Formosa has not always belonged to China. When we first heard of it in the 17th century, the Japanese claimed it, or rather a considerable portion of it.

Somewhere about the year 1630, the Dutch East India Company erected a fortified factory on the little island off Tai-wan known as Zelandia. [Fort Zelandia is at Tamai.—Ed., H.K. Telegraph.] They proceeded to acquire large tracts of land on the main island, and in due time proclaimed Formosa to be a Dutch colony and a dependency of Batavia. This brought down upon them both the Japanese and the Spaniards, then located at Manila, and some warlike followed. The opposition was so marked, however, after a series of bloody fights, and then the Dutch settlement flourished for a while in trade relations with China and the Dutch East India.

Next appeared the Chinese on the scene, who defeated the Dutch forces, destroyed their outlying stations, blockaded Zelandia, and laid siege to the Dutch fort. A fleet sent from Batavia to the rescue was caught in a gale, and either wrecked or forced to surrender with the usual results where Asiatics are the victors.

This was in 1661, but next year a second fleet despatched from Java re-captured Tamai and Keelung, which were held by the Dutch East India Company for some six or seven years thereafter. They found the holding too expensive and precarious for their resources, however, and they negotiated the transfer of their possessions to the Chinese leader at Zelandia. Thus in 1668 the Dutch finally withdrew, with honour if without profit. Dutch names are still to be found in the island, and also the remains of Dutch cultivation.

Now came the turn of the Chinese, the leader of whom at the capture of Zelandia was the son of a Japanese woman. His name was Koxinga, and his character was very much like that of the Elizabethan adventurers who forced the hand of Spain in America. He established a sort of independent kingdom in Formosa, as he refused to accept the Tartar rule in China, but after his death the Tartars made expeditions against Formosa, which finally, some fifteen years after the Dutch had retired from it, was added to the Chinese Empire.

So little was known of Formosa in Europe that in 1703 the forgetful of that remarkable impostor, George Psalmanazar (of whom Isaac Disraeli once wrote an interesting account in "The Curiosities of Literature") were accepted as faithful representations of Formosan history, customs, and character. Psalmanazar professed to be a native, but his map of Formosa showed that he had never even been there, for he drew it as a group of islands in political alliance with Japan. How the Dutch could have swallowed the imposture it is not now easy to understand, for there must have been still in Holland men who had been at Tamai, if not at Zelandia.

But for Psalmanazar the name of Formosa was practically forgotten in Europe for a century after the Dutch retired from it, but meanwhile the Chinese were flowing over to people the island, and even the Japanese were frightened to approach it again. In 1771, however, a party of Russian exiles escaped from Kamchatka in a little vessel roughly built of fir-wood, and landed on the north-east coast of Formosa. They were armed, and when assailed with yells and stones by the islanders, they replied with powder and shot. They captured a village and then made terms with the inhabitants. The leader of this little force was called Benyovsky, and to him is due the credit of the discovery of coal in Formosa. If he did not actually find it himself, he predicted that it would be found, and where. He did not stay, however, to make the most of his knowledge, and after exploring a good part of the island he sailed off with his fellow exiles to Macao.

Once more Formosa disappeared from European vision, and was not heard of again until the wars between England and China, and about the year 1842, however, the transport *Nerbudda*, on her way to join the British fleet off Canton, was wrecked off Formosa. This off Chusan, whether in China or England at the time, and the discovery was made in rather a dramatic manner.

There were few despatch-boats attached to the fleet, and a clipper-boat called the *Zee* (belonging, if we mistake not, to the famous firm of Jardine, Matheson & Co.), was engaged by the Admiral on the station to run home with the mails and a lot of official matter. In trying to force his passage through the strait during a typhoon, the skipper, unfamiliar with the strong currents, ran her ashore on the rocks, but lifted bodily over them on to the beach beyond, within a few miles of Tamai. The crew of 56 men were all immediately taken prisoner, strung together in chains and marched to the common jail in the old Dutch fortress. Inside they found already some 200 survivors of the *Nerbudda* transport, and the astonishment of both parties. After four or five months of the horrors of a Chinese prison, about three-fourths of the poor wretches (mostly Europeans) were called out, put up in rows, and hauled to pieces with the swords of the executioners. Some 160 were thus disposed of, after the brutal manner of the Chinese of the period. The rest were probably reserved for another treat later on when the swordsmen were sufficiently repaid for their labours, but meanwhile came the news of the Treaty of Nanjing, and the survivors of the two wrecked vessels were sent over to Amoy.

Retribution quickly fell upon Formosa for the massacre of Taiwan. While the place was still reeking with blood, a cyclone bore upon the island, overturned the walls, tore up thousands of trees by the roots, and levelled most of the buildings to the ground, with some two thousand persons buried beneath the ruins.

The Treaty of Nanjing, of 1842, ignored Formosa, but that of 1858 gave us access to one of its ports. This was the tapping of what has become in recent years a rapidly growing trade. At first progress was slow, and the first British Consul who went to reside in Formosa, about the year 1861 or so, found little to report beyond the market price of Cod Liver Oil and the aboriginal tribes, who had formed an independent organization, but who were now being gradually absorbed by the Chinese. The time may be found in the Consular reports of the time, which the Chinese Governor gradually despoils from 200 taels of each, as the supply increased with the efficiency of his frontier guards.

After the opening of trade, foreigners resided chiefly at Tamai and Keelung, but afterwards

the lagoon-harbour of Takow was favoured by the coasting vessels. Tea began to be grown for export, but that was nothing to the opening-up of the coalfields near Keelung, which, however, have even yet not been developed to their proper extent. It was in 1859 that the coal deposits were first proved, and yet in nearly fifty years comparatively little has been done to utilize them. They are believed to underlie the greater portion of the island, but the coal as yet is only worked in the neighbourhood of Keelung, where it crops up to the surface. For twenty years or so, the Chinese lumbered and blundered on at the mines in their own clumsy fashion, getting the minimum of result out of the maximum of metence, but in 1876 some English miners were imported, and since then the operations have been conducted in a more rational manner, although they were rudely suspended by the attack of the French in 1884, where, without declaring war, Admiral Courbet bombarded Keelung, occupied the town and the works, and defeated the Chinese army.

In truth Formosa has been most unfortunate as a sort of Eastern cock-pit. Thus, just ten years before the French performance referred to, the Japanese had a grievance on account of the murder of some Japanese sailors by some of the wild Formosan tribes. They sent a small army and chastised the savages, but they forgot to withdraw, and the Chinese gave them short notice to quit, with threats of forcible eviction. They did not get away without a row, necessitating the intervention of Great Britain and the payment of a considerable indemnity.

A few years before that, again, the murder of the crew of the *Rover*, wrecked near Takow, brought an American squadron to off-trepreneurs and administer chastisement. As the Chinese troops were of little use, the American big-jackets undertook the work of punishing the offenders, and there was some very warm work indeed. But the American officer in command succeeded in making such terms with the tribes that there has been no molesting of shipwrecked mariners ever since.

Formosa has become of greater importance than it was previous to the French War of 1884. Its coal mines, capable, they say, of turning out 500 tons of coal per day, make it the centre of a constantly increasing traffic, and "The Beautiful Island" is doubtless destined to play no mean part in the future of Far Cathay.—*Fairplay.*

NEWS AND GOSSIP.

The municipal elections of Berlin have resulted in complete triumph of the Social Democrats.

A new triple alliance of France, Russia and Turkey is said to be greatly favored by the Pope. The Czar has excused all his French cooks and scullions from becoming naturalized Russians.

Some trouble is being occasioned to the authorities in Montenegro through the prevalence of blood feuds.

The recent addition to the family of Kaiser Wilhelm is said to be the first daughter born to a King of Prussia in eighty-four years.

Social Democrats of London have gained a victory over the Government and compelled recognition of their right to hold public meetings in Trafalgar Square.

Mr. Chamberlain advocates an early closing movement for England. A committee reported to the House of Commons in 1886, that the average hours of shop assistants were eighty-five per week.

Princess Marie Bileco, a young lady of about twenty-four years of age, has just accomplished the remarkable feat of swimming across the Hellespont, from the European to the Asiatic shore.

But four deaths from cholera have occurred among the 5,000 cigar-makers employed in Hamburg, from which the officials of the Cigar Manufacturers' Association infer that the weed is prophylactic.

Mme. Bourne, whom the Grand Duke Nicholas married at Toul, was born a serf, it is stated, as was her first husband, who, however, became one of the most extensive merchants in Russia.

Walter Brooke, a writer in the *London Times*, is of the opinion we shall soon see milk imported from Australia in frozen blocks and retailed in London streets. It can be done as easily as importing butter and apples.

The Queen of Roumania will give to Princess Marie of Edinburgh upon her marriage with Prince Ferdinand, a pleasure barge modeled after the swan-boat "Lochengrin." The couple will thus be prepared in advance for family rows.

At an inquest at Huddersfield lately, a verdict of death from hydrophobia was returned in the case of a farmer's son named Herbert Lindley, who was bitten by a mad dog over five years ago. A brother who was bitten at the same time died a few weeks after the event.

Mascagni's *Ranfau* will be produced in Florence on November 10th. After that the composer will set to music two librettos, entitled "Zinetta" and "Vestilla." After he has finished these, which will be in about a year, he will begin a grand opera to be entitled *Nero*.

Emperor William of Germany has appointed Colonel Rosser, who is one of the few Jews in the German Army, an aide-de-camp on his own staff, as an intimation of his disapproval of the persecutions to which that sect is subjected in the Kaiser's own realm as well as elsewhere in Europe.

It is said that when the Shah of Persia visited England some years ago he was entertained at St. James House, the town residence of the Duke of Sutherland. So impressed was the Oriental visitor with the magnificence of his host's surroundings that he afterward privately advised the Prince of Wales to have the Duke quietly strangled and confiscate his estates.

D. C. Tyrlander, a Finlandeer, who was in Finland at the time Mrs. Anna Salala poisoned her husband, says that the frightful sentence passed upon the woman is merely a matter of form and tradition, and that she will not be beheaded but imprisoned for life. He asserts that no crime has been punished by execution in Finland since that country separated from Sweden in 1808.

Some one calls attention to the gradual abandonment of the use of dogs with guns in England. The chief reason for it is supposed to be the change in agricultural methods. After the mowing machine had supplanted the scythe the pointer found the stubble too short to lie in, and another reason is offered in that "the turnips are drilled in regular lines, and make passages along which the birds may run."

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from the inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given to the invalid. Any Chemist can supply it. A. & W. Watson & Co. (Limited), Agents in Hongkong and China.—*Advt.*

Today's Advertisements.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

SPECIAL MEETING.

A SPECIAL MEETING will be held in the Rooms (No. 18, PRAYA CENTRAL), THIS (THURSDAY) EVENING, at 9 o'clock. The President, Captain A. TILLET, will preside and deliver an address on matters affecting the interests of the profession generally, including the *Certificates of Officers' Bill* now on the table of the House of Commons. All British Masters and Officers in Port are cordially invited to be present.

By direction of the Committee, CHESNEY DUNCAN, Secretary.

Hongkong, 10th November, 1892. [1110]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT). THE Company's Steamer

"TAICHIOU." Captain R. Unsworth will be despatched for the above Port, on TUESDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 10th November, 1892. [1119]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "PERU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 10th November, 1892. [1]

NOTICE.

NOW READY!

THE "BOKHARA" DISASTER. A FULL DESCRIPTIVE REPORT OF THE "BOKHARA" DISASTER.

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Anconia*, and the *Porphyria*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(All carefully Revised and Edited). NOW READY.

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

PRICE FIFTY CENTS.

Orders should be sent in to THE MANAGER, Hongkong Telegraph Office, Pedder's Hill.

Hongkong, 26th October, 1892.

Masonic.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zealand Street, on SATURDAY, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th November, 1892. [1109]

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zealand Street, on WEDNESDAY, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th November, 1892. [1111]

Intimations.

THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN DERBEEK, San Francisco; and JULIAN P. SMITH (Olivier), Livermore, California.

Guaranteed to be Pure and Undiluted. Pure BLACKBERRY BRANDY and High Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [1844]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-PONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 29th July, 1892. [1901]

SIEN TING, SURGEON DENTIST, No. 10, DAUGULAR STREET, TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1892. [1906]

Intimations.

W. POWELL & CO.

LARGE SHIPMENT OF NEW GOODS, EX S.S. "CANTON."

LADIES' FELT HATS, NEWEST SHAPES, TRIMMED AND UNTRIMMED.

W. POWELL & CO.

Hongkong, 5th November, 1892.

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HAVE NOW UNPACKED A NEW SHIPMENT.

PETER HENDERSON & Co's NEW YORK

FLOWER AND VEGETABLE SEEDS.

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Hongkong, 7th November, 1892.

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SALTER'S BLACK GUT TENNIS BATS.

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Hongkong, 5th November, 1892.

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CHRISTMAS AND NEW YEAR CARDS, CHINESE, &c., &c. CHEAP AND VARIED ASSORTMENT CHOCOLATE CREAMS IN PLAIN AND FANCY BOXES.

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18, Praya Central, Hongkong.

Hongkong, 29th October, 1892.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892. An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY, PROPRIETOR.

[666]

THE SHAMEEN HOTEL. BRITISH CONCESSION, CANTON. THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands. Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD ROOM, A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1892.

WINDSOR HOTEL, (In Consanguine Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. Hongkong, 23rd August, 1892. [1843]

PEAK HOTEL. OPEN ALL THE YEAR ROUND. THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES. The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

One person, one month.....\$5.00 Married couple (occupying one room) per month.....8.00

One person per day.....2.50 Married couple per day.....3.50 For full particulars apply to VICTORIA HOTEL, Hongkong, 29th October, 1892. [1846]

BAY VIEW HOTEL. MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shan-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners of all kinds are prepared in first-class style on the shortest notice, and Meals can be served at all hours.

Chairs

A Steamer ... | Thursday... | December
Victoria | Thursday... | January 24
Tacoma | Thursday... | February 5
A Steamer ... | Thursday... | March 23

AND THEREAFTER THE PERMANENT
SERVICE OF THE COMPANY'S
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THE Steamship

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Captain J. Hill, sailing at Noon, on THURSDAY
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For further information as to Passag
Freight, apply to
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Agents.
Hongkong, 4th November, 1893.

NOTICE.

JAY'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

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appointed **SOLE AGENTS** for the
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Purchasers, at Wholesale Prices, Extra Special
 Rates for Shipping and Large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., C.S.
 Sanitary Engineer, Local Government Board,
 London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.
 Bank Buildings,
 Hongkong, 20th June, 1892.

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